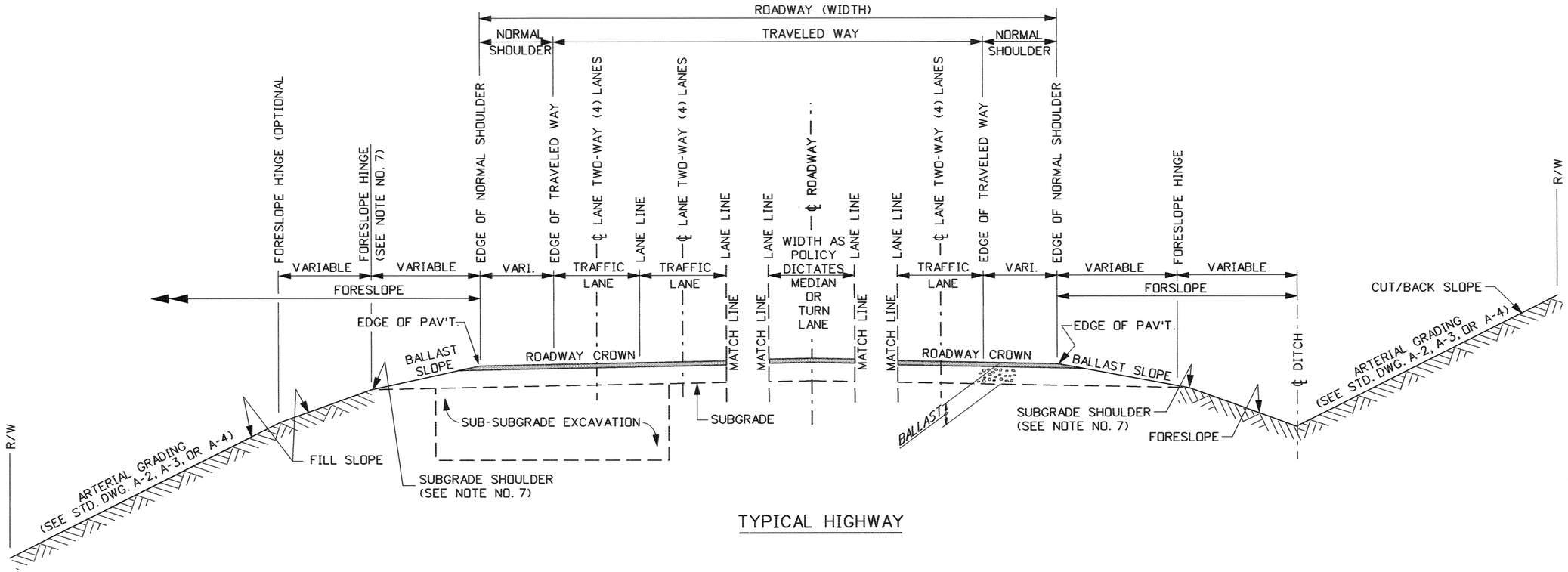
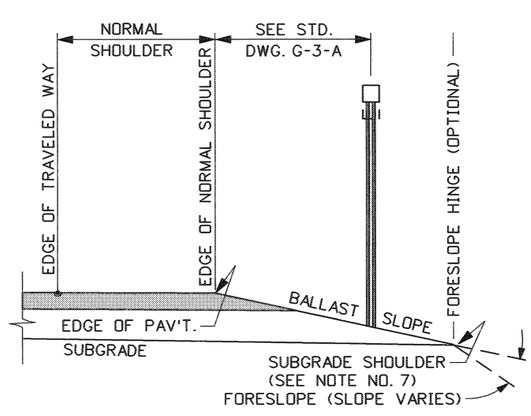
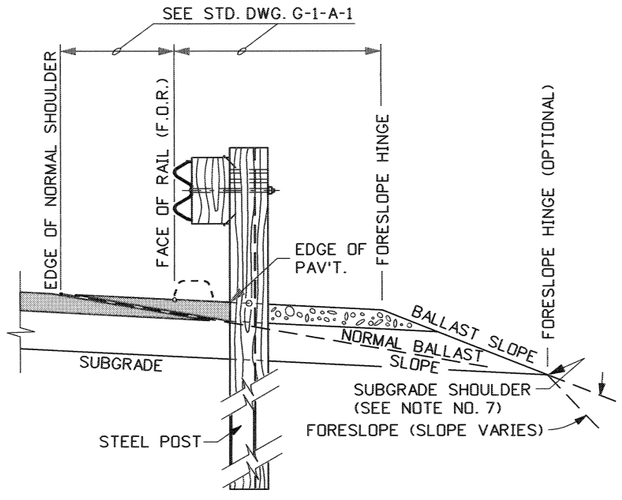


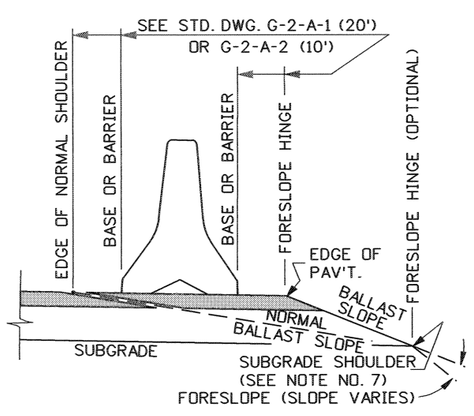
TYPICAL HIGHWAY



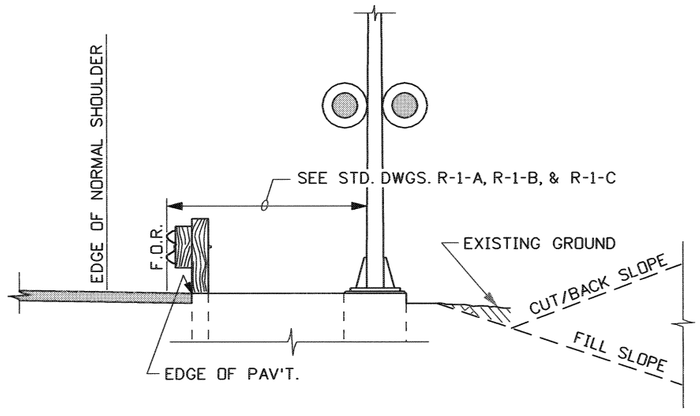
DELINEATOR INSTALLATION



STANDARD W-BEAM INSTALLATION (ASPHALT)



CONCRETE BARRIER INSTALLATION



RAILROAD INSTALLATION WITH GUARDRAIL

REVISIONS									
NO.	DATE	BY	NO.	DATE	BY	NO.	DATE	BY
1	4-04	RL						
2	6-05	MSM						

SCALES SHOWN ARE FOR 11" X 17" PRINTS ONLY

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DRWG. ORIG. DATE: JUNE, 2003

IDAHO TRANSPORTATION DEPARTMENT

BOISE IDAHO

ASSISTANT CHIEF ENGINEER (DEVELOPMENT)

CHIEF ENGINEER

STANDARD DRAWING

ITD ROADWAY NOMENCLATURE LOCATION & EXAMPLES

REQUIRES SHEETS 2, 3, & 4

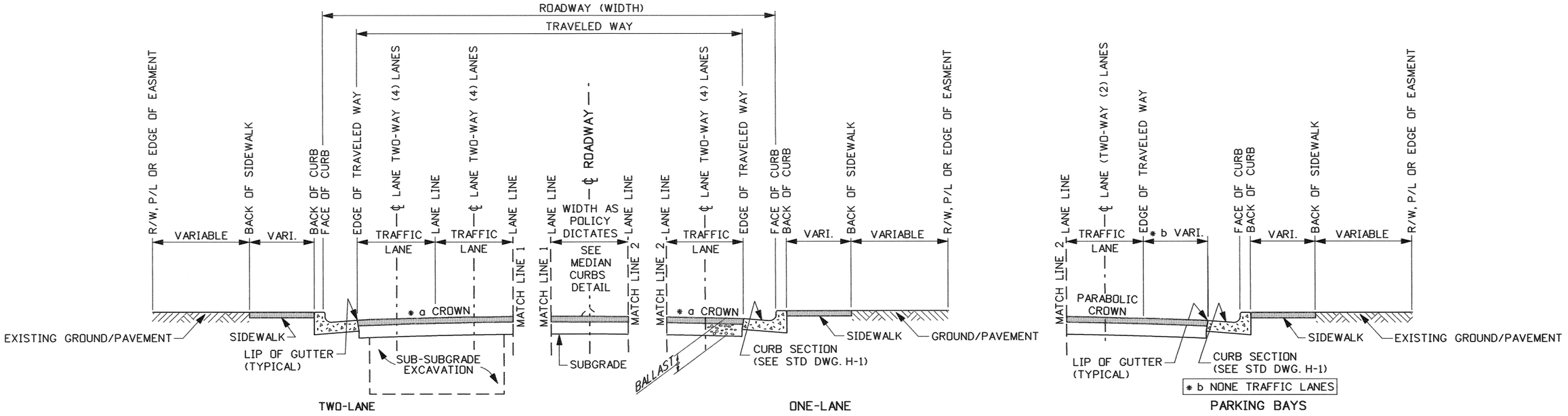
English

STANDARD DRWG. NO.

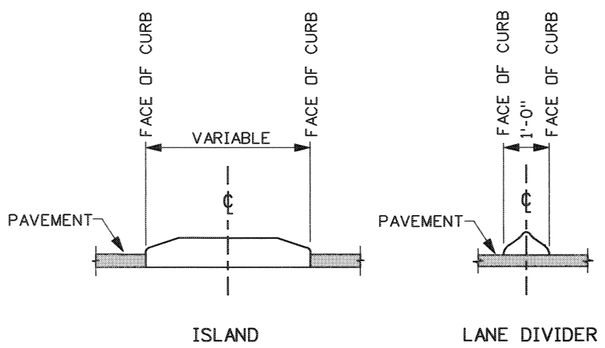
A-9

SHEET 1 OF 4

PROFESSIONAL ENGINEER * LAND SURVEYOR REGISTERED 2240 6/21/05 STATE OF IDAHO MILFORD MILLER

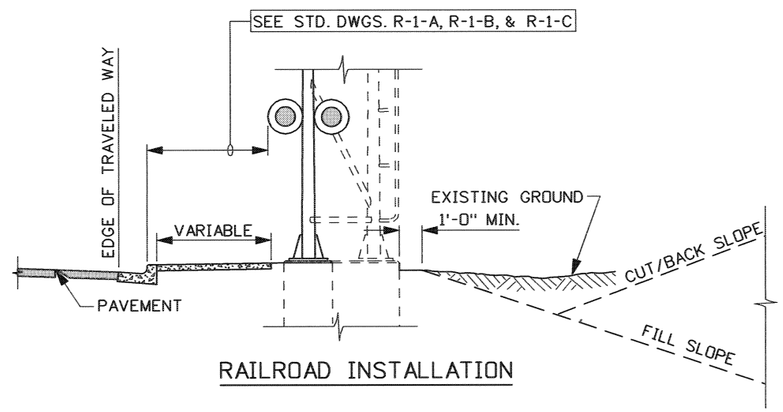


TYPICAL URBAN STREET



MEDIAN CURBS

(SEE STD. DWG H-1)



RAILROAD INSTALLATION

REVISIONS								
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English

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SHEET 2 OF 4

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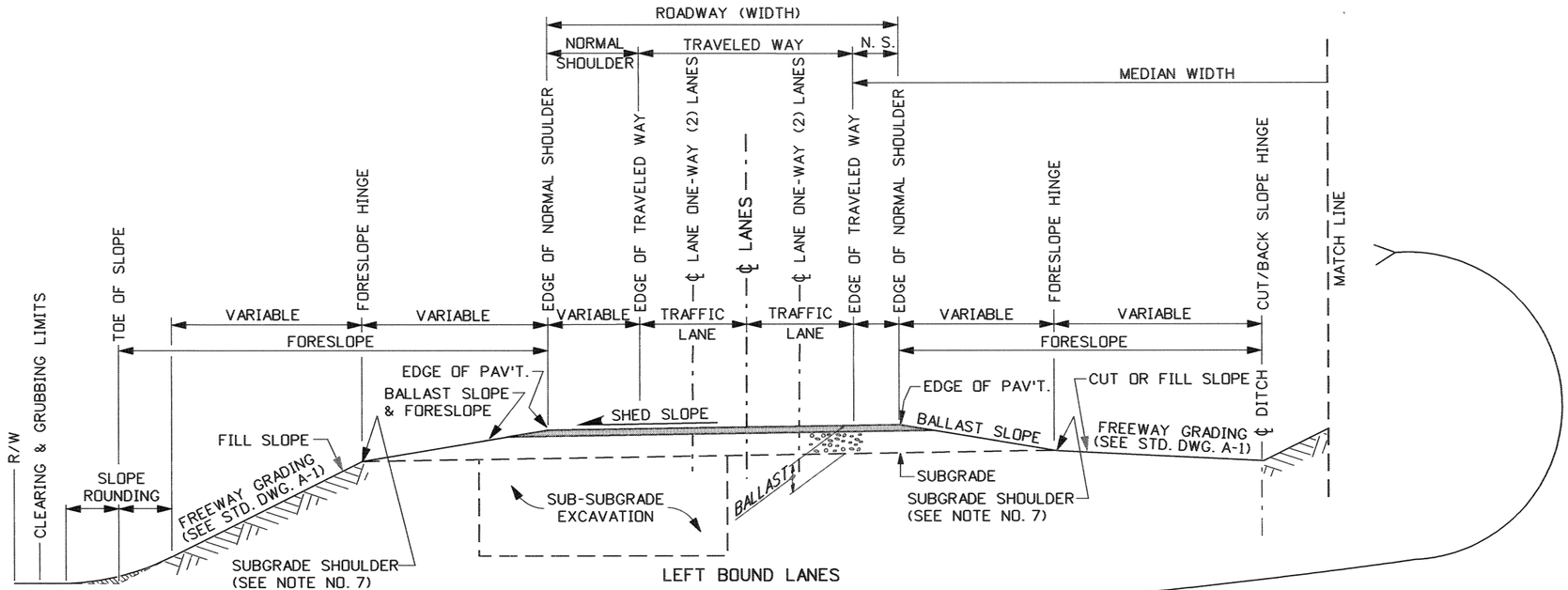

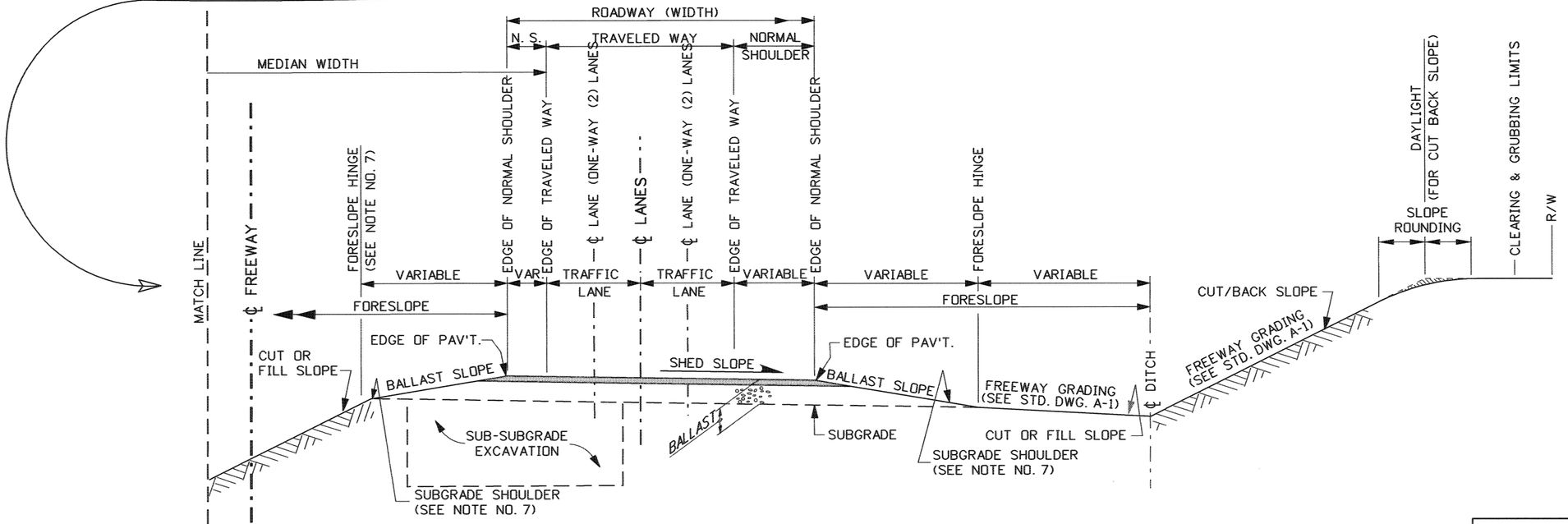

TYPICAL FREEWAY

REVISIONS								
NO.	DATE	BY	NO.	DATE	BY	NO.	DATE	BY
1	4-04	RL						
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DRWG. ORIG. DATE: JUNE, 2003

IDAHO TRANSPORTATION DEPARTMENT

BOISE IDAHO

ASSISTANT CHIEF ENGINEER (DEVELOPMENT)

CHIEF ENGINEER

STANDARD DRAWING

ITD ROADWAY NOMENCLATURE LOCATION & EXAMPLES

REQUIRES SHEETS 1, 2, & 4

English

STANDARD DRWG. NO.

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SHEET 3 OF 4

PROFESSIONAL ENGINEER * LAND SURVEYOR
2240
6/21/05
STATE OF IDAHO
MILFORD MILLER

DEFINITIONS

* THESE TERMS ARE NOT NORMALLY USED ON STANDARD DRAWINGS.

BACK OF CURB: THE BEGINNING OF SIDEWALK OR UTILITY STRIP. ALSO USED FOR SURVEY CONTROL LINE.

*BALLAST: THAT PORTION OF THE ROADWAY PRISM THAT IS PLACED ON THE SUBGRADE.

BALLAST SLOPE: THE PRIMARY PORTION OF THE FORESLOPE, BEGINNING AT THE EDGE OF PAVEMENT AND ENDING AT THE SUBGRADE SHOULDER.

BASE OF BARRIER: WHERE THE BASE OF CONCRETE BARRIER TOUCHES THE PAVEMENT (THE POINTS OF MEASUREMENT).

*CLEAR ZONE: THE ROADSIDE PORTION THAT IS BEYOND THE TRAVELED WAY AND IS AVAILABLE FOR USE BY ERRANT VEHICLES.

*CLEARING & GRUBBING LIMITS: AN AREA WITHIN THE ROADWAY CORRIDOR THAT ORGANIC MATTER IS REMOVED PRIOR TO PLACEMENT OF EMBANKMENT OR REMOVAL OF EXCAVATION.

CENTERLINE (C/L): THE CENTERLINE OF ROADWAY, TRAFFIC LANE(S), OR FREEWAY. ALSO REFERRED TO AS THE TRAFFIC MARKINGS THAT DELINEATE THE DIVISION OF OPPOSING TRAFFIC (SEE CONTROL LINE).

CONTROL LINE: A SURVEY LINE FROM WHICH ROADWAY DIMENSIONS ARE MEASURED (NOT NECESSARILY THE SAME AS THE ROADWAY CENTERLINE.

CUT/BACK SLOPE: AN ASCENDING SLOPE FROM THE EDGE OF FORESLOPE OR BOTTOM OF DITCH TO DAYLIGHT.

EDGE OF NORMAL SHOULDER: WHERE THE NORMAL SHOULDER ENDS.

EDGE OF PAVEMENT: THE EDGE OF THE TRAVELABLE PAVEMENT, WHERE THE BALLAST SLOPE BREAKS DOWN FROM THE ROADWAY WIDTH.

FACE OF RAIL (F.O.R.): A VERTICAL LINE ALONG THE INNER MOST PART OF METAL GUARDRAIL THAT FACES THE ROADWAY.

FREEWAY: A DIVIDED HIGHWAY WITH A MEDIAN AND A MINIMUM OF FOUR TRAFFIC LANES (AN INTERSTATE HIGHWAY IS A FREEWAY, HOWEVER THE CONVERSE MAY NOT BE TRUE).

FILL SLOPE: A DESCENDING SLOPE OF COMPACTED MATERIAL FROM THE EDGE OF SUBGRADE TO TOE OF SLOPE.

FORESLOPE: ANY DESCENDING SLOPE OR COMBINATION OF SLOPES FROM THE EDGE OF PAVEMENT TO THE BEGINNING OF A CUT/BACK SLOPE, BOTTOM OF DITCH, OR THE TOE OF SLOPE OF AN ADJACENT ROADWAY.

HIGHWAY: THE ENTIRE RIGHT-OF-WAY.

HINGE (POINT): A BREAKING POINT OF THE ROADWAY CROWN, PARABOLIC CROWN, BALLAST SLOPE, FORESLOPE, FILL SLOPE, OR CUT SLOPE.

LANE LINE: EDGE OF A TRAFFIC LANE USUALLY DELINEATED BY A TRAFFIC MARKING LINE.

LIP OF GUTTER (L.O.G.): THE END OF THE CURB/GUTTER SECTION AND BEGINNING OF THE ROADWAY PAVEMENT. NORMALLY, THE CONTROL LINE WHEN A PARABOLIC CROWN IS INSTALLED.

MEDIAN: THE PORTION OF A DIVIDED HIGHWAY OR FREEWAY THAT SEPARATES THE TRAVELED WAYS FOR TRAFFIC IN OPPOSITE DIRECTIONS.

*MEDIAN WIDTH: THE WIDTH OF THE AREA BETWEEN THE TRAVELED WAYS OF TWO ROADWAYS.

NORMAL SHOULDER: THAT PORTION OF THE PAVED ROADWAY SURFACE OUTSIDE OF THE TRAVELED WAY.

PARABOLIC CROWN: A CROSS-SECTION FINISH GRADE THAT CONTAINS A PARABOLIC CURVE BETWEEN CURB & GUTTERS.

PLANS: APPROVED DRAWINGS OR REPRODUCTION OF APPROVED DRAWINGS THAT THE PROPOSED ROADWAY IS TO BE LET FOR CONTRACT AND CONSTRUCTED.

*PROFILE GRADE: THE FINISH GRADE LONGITUDINAL CONTROL LINE; THE CENTERLINE OR CONTINUATION OF THE LIP OF GUTTER LINE.

*ROADSIDE: THE AREA ADJOINING THE OUTER EDGE OF THE ROADWAY WITHIN THE RIGHT-OF-WAY. AREAS (ALSO CALLED MEDIAN) BETWEEN THE ROADWAYS OF A DIVIDED HIGHWAY SHALL ALSO BE CONSIDERED ROADSIDE.

*ROADWAY CORRIDOR: THAT PORTION OF THE HIGHWAY WITHIN THE LIMITS OF CONSTRUCTION.

ROADWAY: SEE ROADWAY CORRIDOR.

ROADWAY CROWN: A CROSS-SECTION FINISH GRADE THAT CONTAINS A PERCENT GRADE OR SLOPE (SHOWN ON THE TYPICAL SECTION).

*ROADWAY PRISM: THE ENGINEERED/STRUCTURAL PORTION OF THE HIGHWAY. INCLUDES THE BALLAST PLUS THE AREA BETWEEN THE SUBGRADE SHOULDERS, OR BACK OF CURB, EXTENDING DOWNWARD AND OUTWARD AT THE SLOPE OF 1.5 H TO 1.0 V TO THE INTERCEPT OF NATURAL GROUND, REMOVAL LIMIT, OR SLOPE OF EMBANKMENT KEYING BENCHES. INCLUDED ELEMENTS ARE ROADWAY BALLAST, EMBANKMENT FILL, FOUNDATIONS FOR EMBANKMENT, AND SUB-SUBGRADE EXCAVATION/BACKFILL. EMBANKMENT FILL OUTSIDE OF THE 1.5*H TO 1.0*V SLOPE IS NOT CONSIDERED PART OF THE ROADWAY PRISM (SEE DETAIL).

*ROADWAY SHOULDER: ANY TRAVELABLE PORTION OF THE ROADWAY OUTSIDE OF THE TRAVELED WAY.

*ROADWAY WIDTH: THE PAVED PORTION OF THE ROADWAY CORRIDOR FROM EDGE OF PAVEMENT TO EDGE OF PAVEMENT.

SHED SECTION: A CROSS-SECTION FINISH GRADE THAT CONTAINS A SINGLE PERCENT GRADE OR SLOPE (SHOWN ON THE TYPICAL SECTION).

SHY DISTANCE: DISTANCE FROM THE EDGE OF TRAVELED WAY TO A FIXED OBJECT.

SHOULDER: THE PORTION OF THE ROADWAY CONTIGUOUS WITH THE TRAVELED WAY FOR THE ACCOMMODATION OF STOPPED VEHICLES, FOR EMERGENCY USE, AND FOR LATERAL SUPPORT OF BASE AND SURFACE COURSES (SEE NORMAL SHOULDER & EXTENDED SHOULDER).

SLOPE: THE RELATIVE STEEPNESS OF THE TERRAIN EXPRESSED AS A RATIO OR PERCENTAGE,

SLOPE ROUNDING: THE INTRODUCTION OF A VERTICAL CURVE BETWEEN TWO SLOPES TO MINIMIZE THE ABRUPT SLOPE CHANGE.

SUBGRADE: THE SURFACE OF THE ROADBED OR THAT SURFACE NOTED AS "SUBGRADE" ON THE TYPICAL SECTION. USUAL DESCRIPTION: THE NATURAL FILL OR EXCAVATED MATERIAL THAT THE ROADWAY BALLAST IS CONSTRUCTED UPON.

SUBGRADE SHOULDER: EDGE OF SUBGRADE, WHERE THE BOTTOM OF THE ROADWAY BALLAST MEETS DAY LIGHT AT THE FORESLOPE OR FILL SLOPE.

SUB-SUBGRADE EXCAVATION (SUB-SUB): EXCAVATION BELOW OR BEYOND THE NORMAL ROADWAY PRISM USUALLY DUE TO SUBGRADE MATERIAL THAT WILL NOT SUPPORT A NORMAL ROADWAY BALLAST.

TOE OF SLOPE: WHERE THE BOTTOM OF A SLOPE (USUALLY A FILL SLOPE) NTERSECTS THE NATURAL GROUND OR BOTTOM OF DITCH.

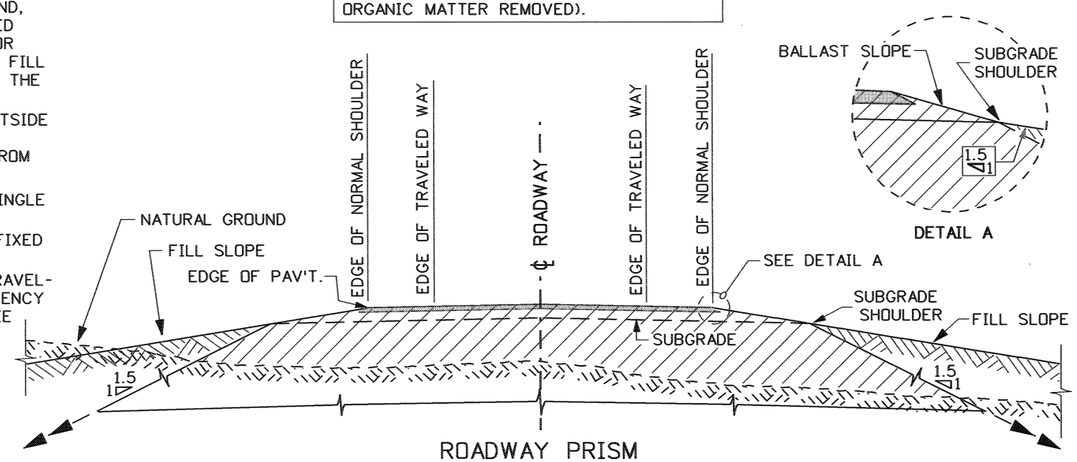
*TRAFFIC LANE: THE PORTION OF THE TRAVELED WAY FOR THE MOVEMENT A SINGLE LINE OF VEHICLES.

TRAVELED WAY: THAT PORTION OF THE ROADWAY CORRIDOR THAT IS DESIGNATED FOR VEHICULAR TRAVEL NOT INCLUDING THE ROADWAY SHOULDERS.

TYPICAL SECTION: AN ELEVATION DETAIL IN THE PLANS WHICH IS A ROADWAY CROSS-SECTION THAT INCLUDES A TRAVERSE FINISH GRADE PROFILE, THE BALLAST REQUIREMENTS AND BASIC ROADWAY CONSTRUCTION DIMENSIONS.

*URBAN STREET: A PAVED STREET WITH A PARABOLIC CROWN CONNECTING CURB AND GUTTER EDGES.

THE ROADWAY PRISM IS REPRESENTED BY THE CROSS-HATCHED AREA FOR PAVEMENT, BALLAST AND SUBGRADE NOT INCLUDING NATURAL GROUND (NOTE: TOP SOIL AND ORGANIC MATTER REMOVED).



ROADWAY PRISM

NOTES

1. THE ITEMS AND TERMS SHOWN ARE INTENDED TO BE GENERAL EXAMPLES AND SHALL NOT HAVE PRECEDENCE OF ANY DEFINITION CONTAINED IN THE PLANS OR STANDARD SPECIFICATIONS. SOME DEFINITIONS AND USAGE HEREIN MAY BE UNIQUE TO THE (ITD) IDAHO TRANSPORTATION DEPARTMENT.
2. ADDITIONAL DEFINITION OF TERMS CAN BE FOUND IN THE AASHTO ROADSIDE DESIGN GUIDE AND THE ITD STANDARD SPECIFICATIONS.
3. REFER TO STANDARD DRAWING A-1 WHEN USING FREEWAY TERMS.
4. REFER TO STANDARD DRAWING A-2, A-3, & A-4 WHEN USING MAJOR AND/OR MINOR ARTERIAL TERMS.
5. REFER TO STANDARD DRAWING A-10 WHEN INSTALLING A PARABOLIC CROWN.
6. REFER TO STANDARD DRAWING G-1-A-1 WHEN INSTALLING A METAL GUARDRAIL.
7. REFER TO STANDARD DRAWING G-2-A-1 AND OR G-2-A-2 WHEN INSTALLING STANDARD CONCRETE BARRIER.
8. REFER TO THE APPROPRIATE STANDARD DRAWING, R-1-A, R-1-B, R-1-C, OR R-2 WHEN A RAILROAD CROSSING IS INVOLVED.
9. WHEN CURB OR CURB & GUTTER IS USED REFER TO STANDARD DRAWING H-1.
10. A FORESLOPE HINGE POINT IS NOT NECESSARILY AT THE EDGE OF SUBGRADE (SEE DEFINITION OF FORESLOPE).

REVISIONS

NO.	DATE	BY	NO.	DATE	BY	NO.	DATE	BY
1	4-04	RL						
2	6-05	MSM						

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DRWG. ORIG. DATE: JUNE, 2003

IDAHO TRANSPORTATION DEPARTMENT

BOISE IDAHO

P.B. Thomas
ASSISTANT CHIEF ENGINEER (DEVELOPMENT)

Steven C. Hutchinson
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STANDARD DRAWING

ITD ROADWAY NOMENCLATURE LOCATION & EXAMPLES

REQUIRES SHEETS 1, 2, & 3

English

STANDARD DRWG. NO.

A-9

SHEET 4 OF 4

PROFESSIONAL ENGINEER * LAND SURVEYOR REGISTERED 2240 6/21/05 STATE OF IDAHO MILFORD MILLER